

BookletChartTM

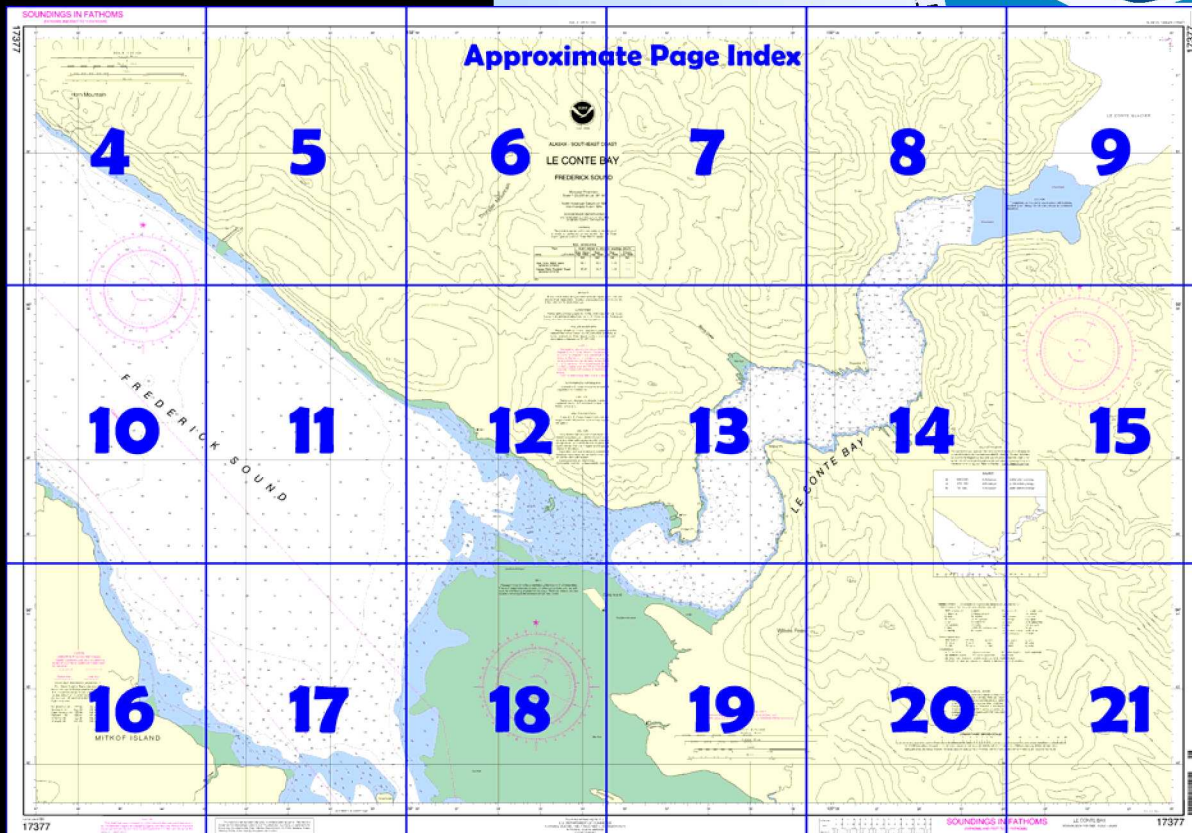
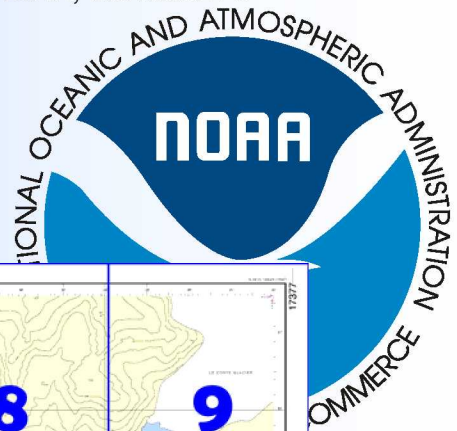
Le Conte Bay

(NOAA Chart 17377)

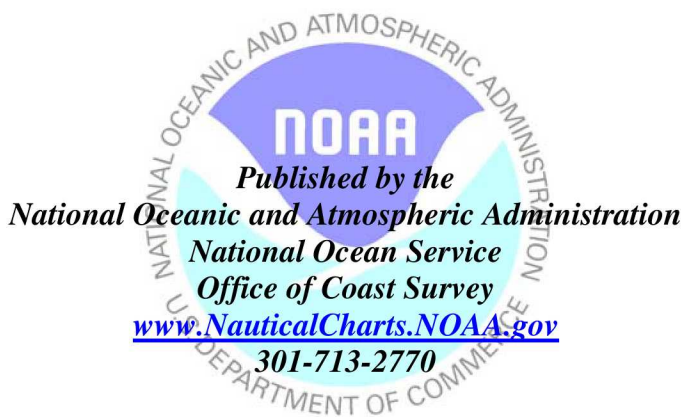


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

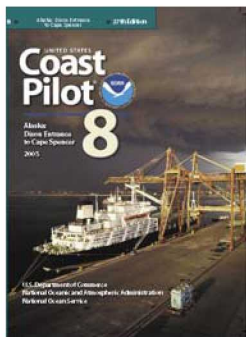
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 8 excerpts]

(2) **Frederick Sound** has its entrance from Chatham Strait between Kingsmill Point and Point Gardner and extends NE to The Brothers and Cape Fanshaw, at the entrance to Stephens Passage, and SE to Dry Strait, a high-water boat passage connecting it with the E end of Sumner Strait. The sound is open and clear of obstructions, and has few offshore dangers to navigation. The shores and islands of the sound are all high.

(10) **Camp Island, Pocket Island, and Hidden Island** are wooded islands on the flats N of Dry Strait.

(11) **Ideal Cove** has its entrance on the S side of Frederick Sound, about 13.8 miles SE of Wrangell Narrows and 1.2 miles S of Coney Island. Log storage extends along the E shore of the cove to the head. At times, logs take up the whole cove. Small craft desiring moorage will tie up to the

log booms. A well-defined rock awash is close to the E point of the entrance. A small islet is on the W side at the entrance. Cosmos Point, the E point of the entrance, is wooded.

(12) **Coney Island** is steep-to; the edge of Stikine River flats is about 0.5 mile E of it, and reefs extend 0.3 mile N from the point 0.8 mile S of the island.

(13) **Le Conte Bay**, on the N side of the head of Frederick Sound, at times is inaccessible because of floating ice. The great depths in the bay prevent anchorage. Le Conte Bay is entered from Frederick Sound through a very narrow passage just N of Stikine River flats. At the entrance, a reef that bares at low water extends from the N shore halfway across the passage. Several groundings have occurred on this reef; extreme caution is advised. The bay is very shallow along its W edge from the mouth N to Timber Point. Boulders 1 to 3 meters in size are located in the narrow channel and are displaced about by ice bergs that sweep through the area. Strong currents have also been noted in this area.

(14) Large icebergs from **Le Conte Glacier** are a menace to navigation from Camp Island to **Frederick Point**.

(15) The shores of Frederick Sound, from Wrangell Narrows to Cape Strait, are bold. The SW shore can be safely approached as close as 0.5 mile. A ledge, which uncovers about 8 feet, is about 0.3 mile from the head of the bight, about 3 miles N of Prolewy Point, the NW point of the entrance to Wrangell Narrows.

(16) The **McDonald Islands** are two small islands about 3.8 miles E of the N entrance to Wrangell Narrows. The E island, 228 feet high, is the larger.

(17) **Brown Cove**, on the NE side of the sound, about 5.5 miles NE of the entrance to Wrangell Narrows, affords indifferent anchorage in 11 to 12 fathoms at the entrance. The head of the cove bares at low water.

(18) **Sukoi Islets**, locally known as **Sockeye Islets**, are two wooded islands, with a smaller one between, about 3.8 miles N from the entrance to Wrangell Narrows and about 1 mile off the W shore of Frederick Sound. The westernmost and largest island is about 330 feet high. The easternmost island is about 120 feet high, and the middle island is low.

Sukoi Islets Light (56°53'44"N., 132°56'36"W.), 18 feet (5.5 m) above the water, is shown from a skeleton tower on a concrete pier with a red and white diamond-shaped daymark on the westernmost islet. The usual channel is W of the islets.

Table of Selected Chart Notes

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water feet	Higher Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Ideal Cove, Milkof Island (56°40'N/132°38'W)	16.1		15.1	1.6	----
Cosmos Point, Frederick Sound (56°40'N/132°37'W)	15.6		14.7	1.6	----

(598)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Mercator Projection
Scale 1:25,000 at Lat. 56° 44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.224" southward and 6.132" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

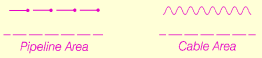
Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

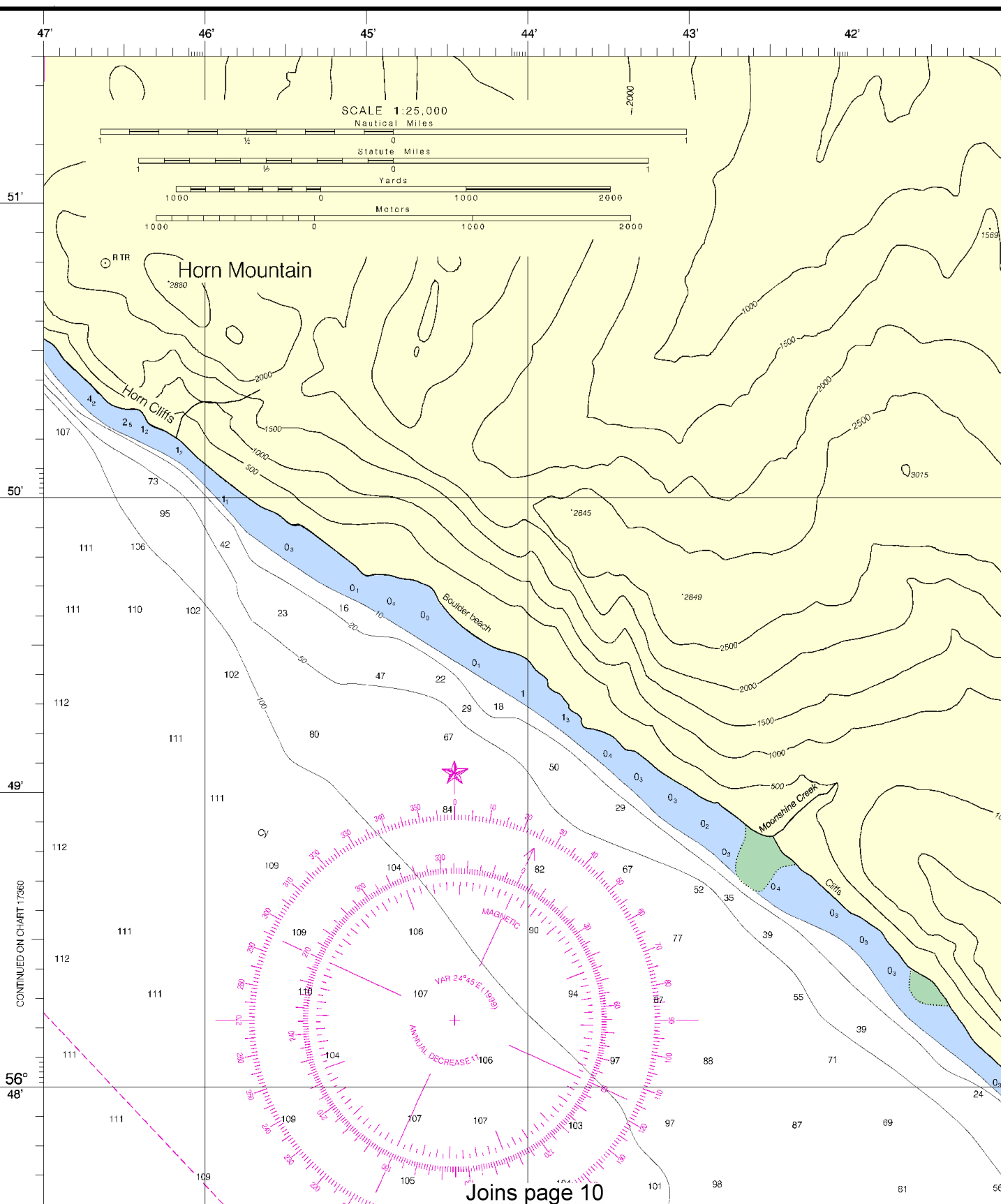
HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

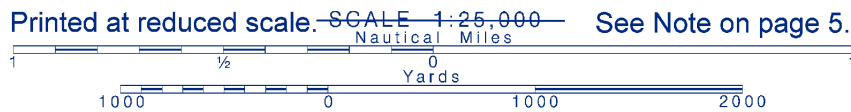
SOUNDINGS IN FATHOMS

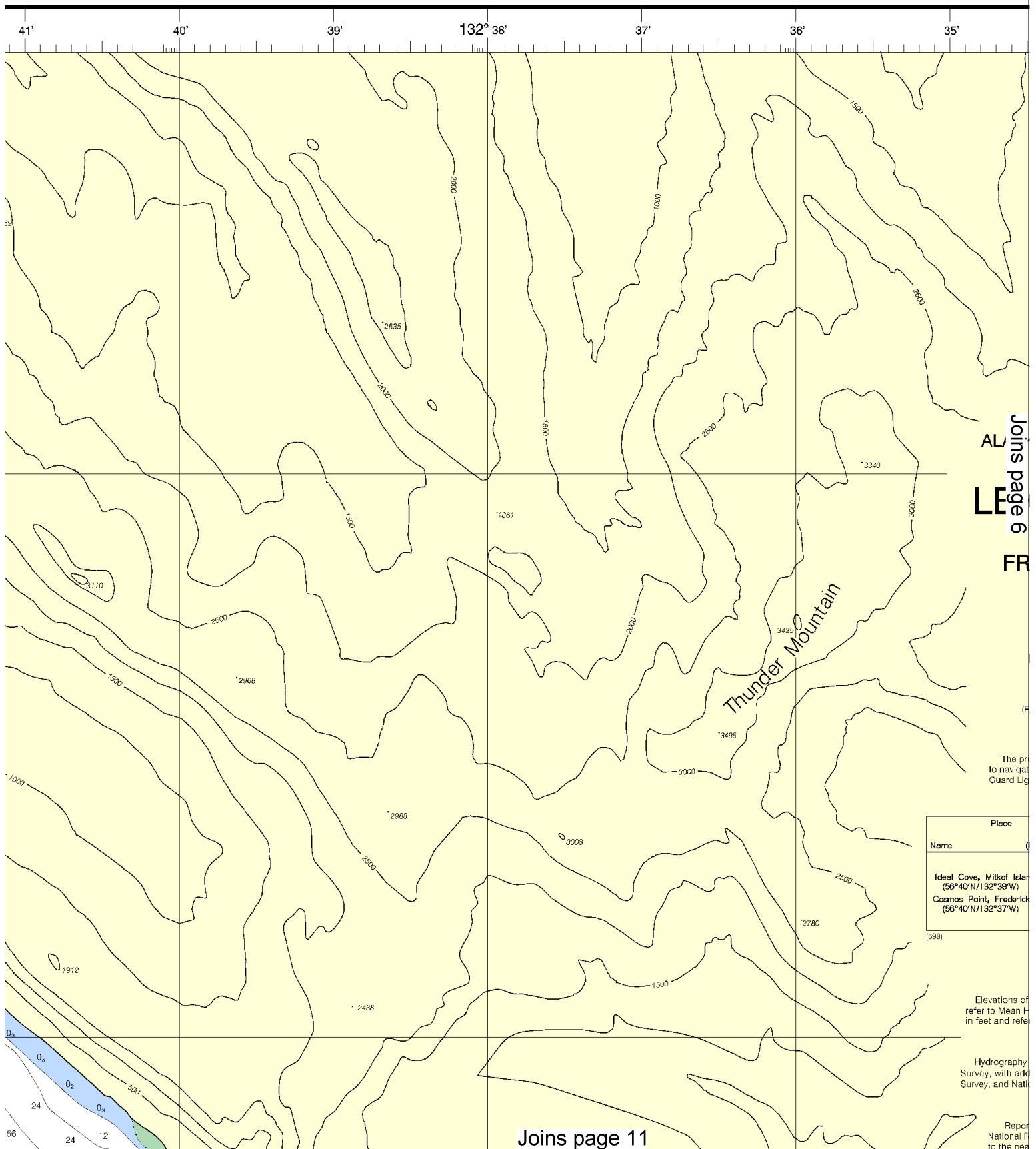
(FATHOMS AND FEET TO 11 FATHOMS)

17377

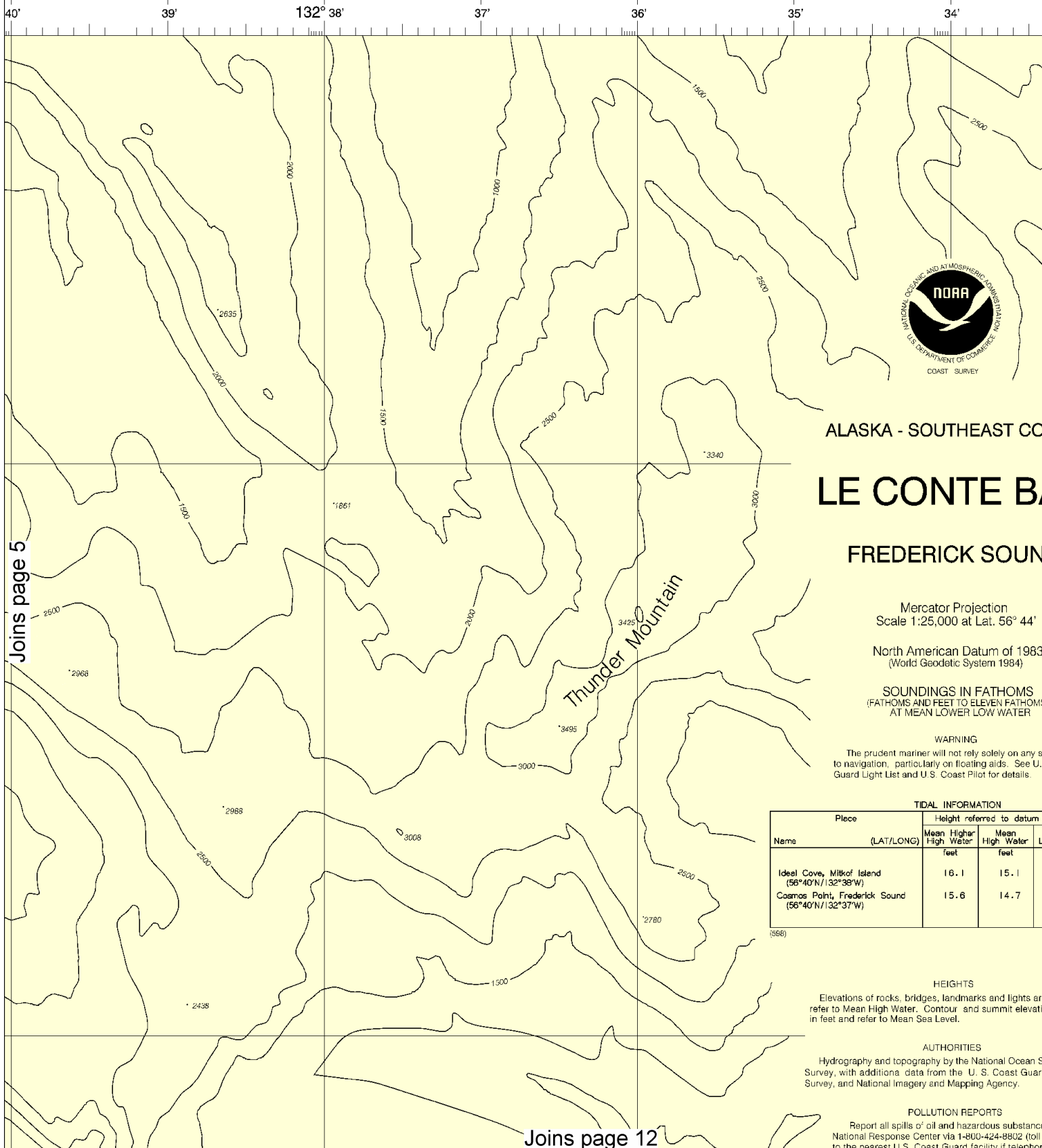


4





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



ALASKA - SOUTHEAST CO
LE CONTE B
FREDERICK SOUN

Mercator Projection
Scale 1:25,000 at Lat. 56° 44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS
AT MEAN LOWER LOW WATER)

WARNING

The prudent mariner will not rely solely on any aid to navigation, particularly on floating aids. See U.S. Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum	
	Mean High Water feet	Mean High Water feet
Ideal Cove, Milkof Island (56°40'N/132°38'W)	16.1	15.1
Cosmos Point, Frederick Sound (56°40'N/132°37'W)	15.6	14.7

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are refer to Mean High Water. Contour and summit elevations in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Survey, with additional data from the U.S. Coast Guard Survey, and National Imagery and Mapping Agency.

POLLUTION REPORTS

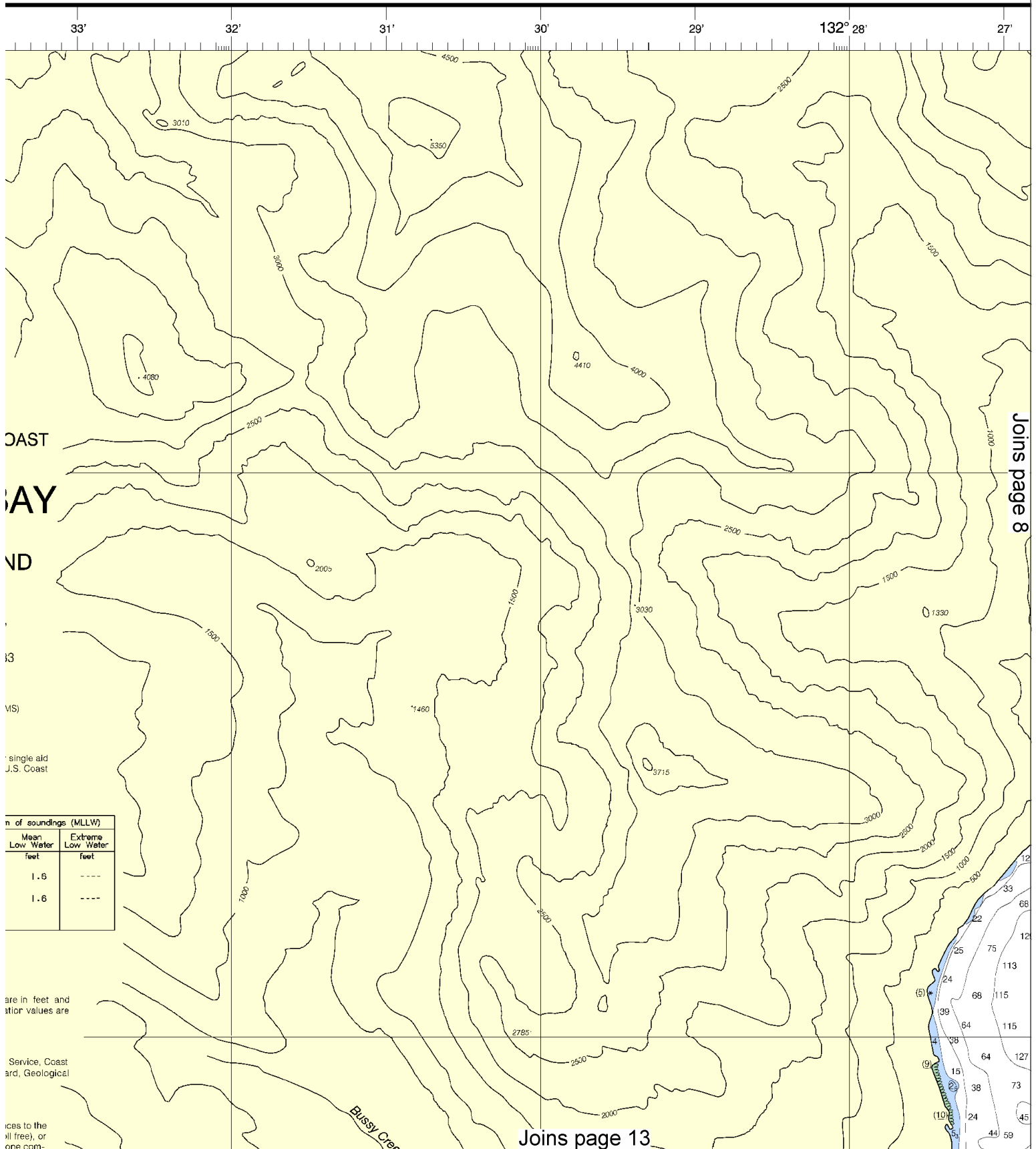
Report all spills of oil and hazardous substance National Response Center via 1-800-424-8802 (toll free) to the nearest U.S. Coast Guard facility if telephone

6



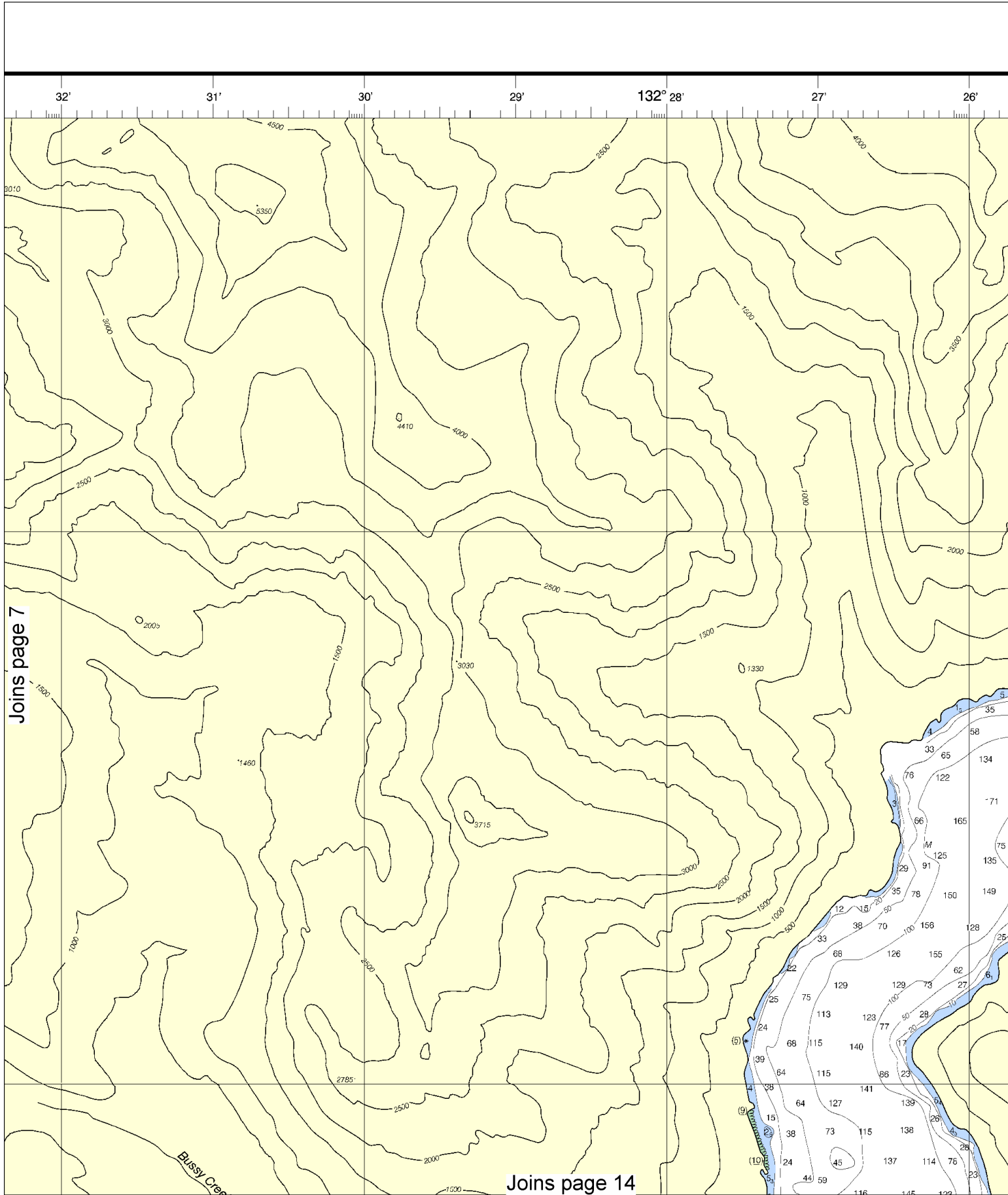
Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.





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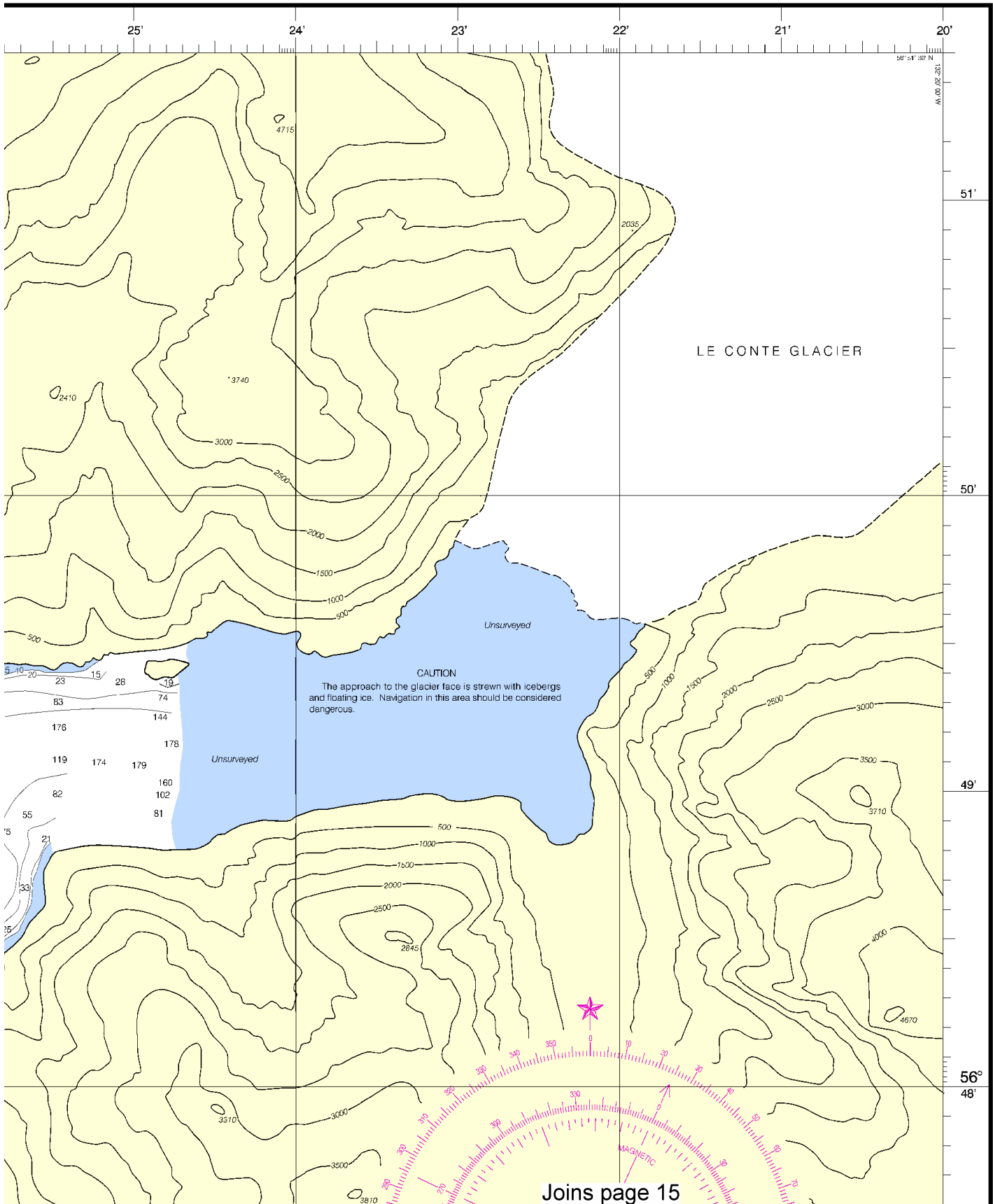


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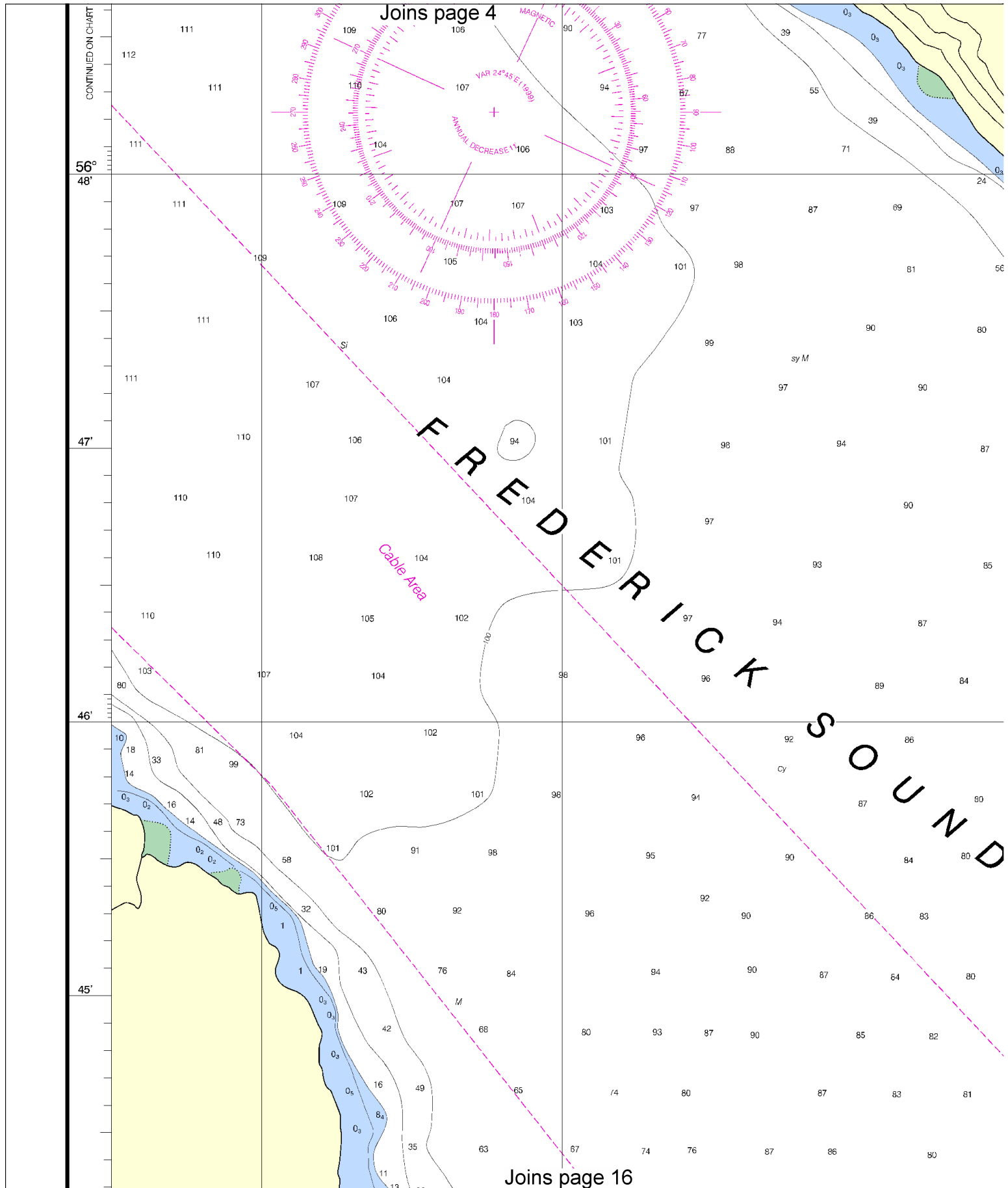
Nautical Miles

Yards

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17377



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Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.

Nautical Miles

Yards

Joins page 5

Ideal Cove, Milkof Islet
(56°40'N/132°38'W)
Cosmos Point, Frederick
(56°40'N/132°37'W)

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Joins page 17

Passage into Lo Conto Bay is restricted by the shoal north
This submerged moraine consists of numerous boulders

Ideal Cove, Milkof Island (56°40'N/132°39'W)	16.1	15.1
Coanos Point, Frederick Sound (56°40'N/132°37'W)	15.6	14.7

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are refer to Mean High Water. Contour and summit elevati in feet and refer to Mean Sea Level.

AUTHORITIES

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Refer to charted regulation section numbers

SUPPLEMENTAL INFORMATION

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CAUTION

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AIDS TO NAVIGATION

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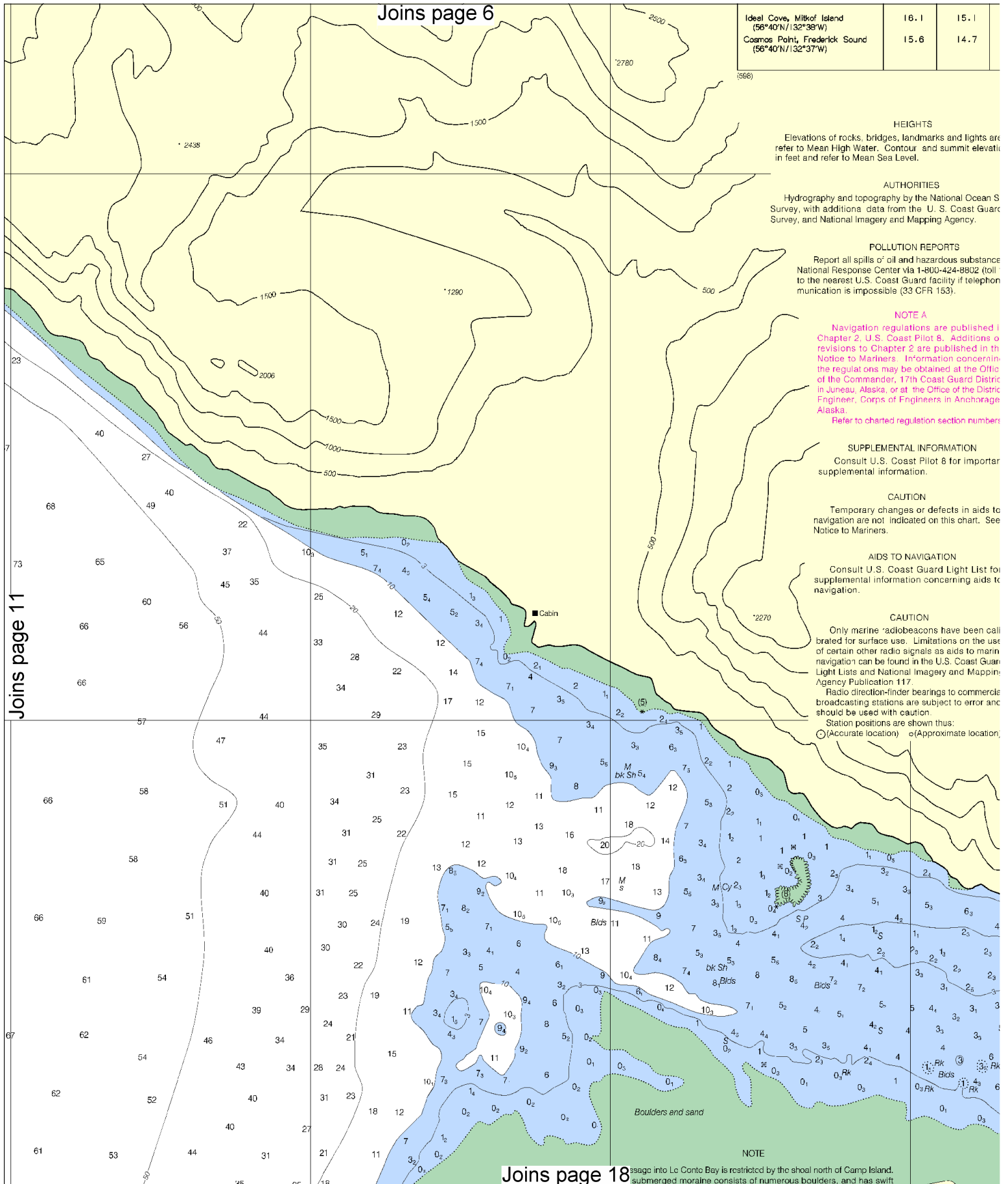
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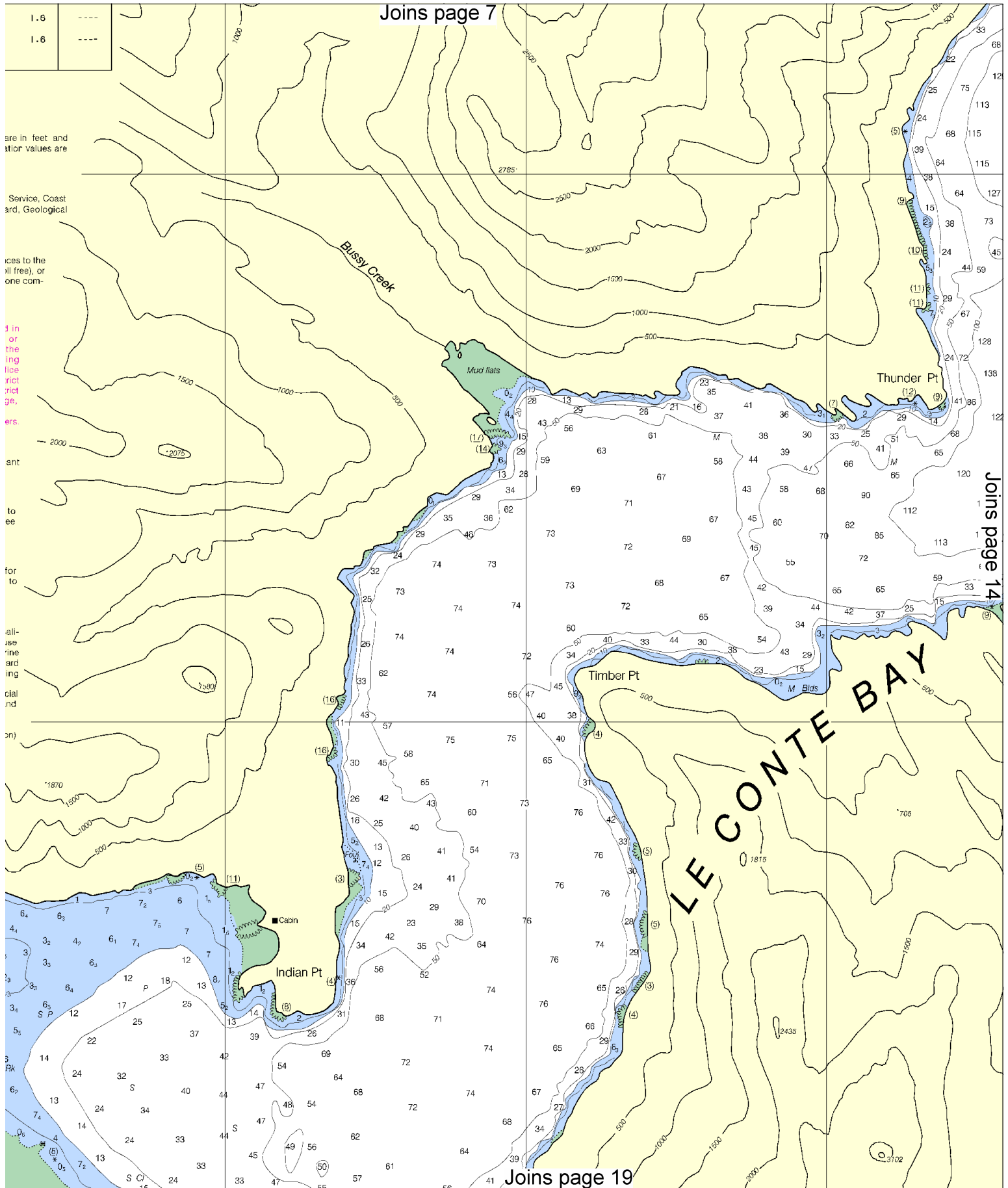
Radio direction-finder bearings to commercie broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

Joins page 11

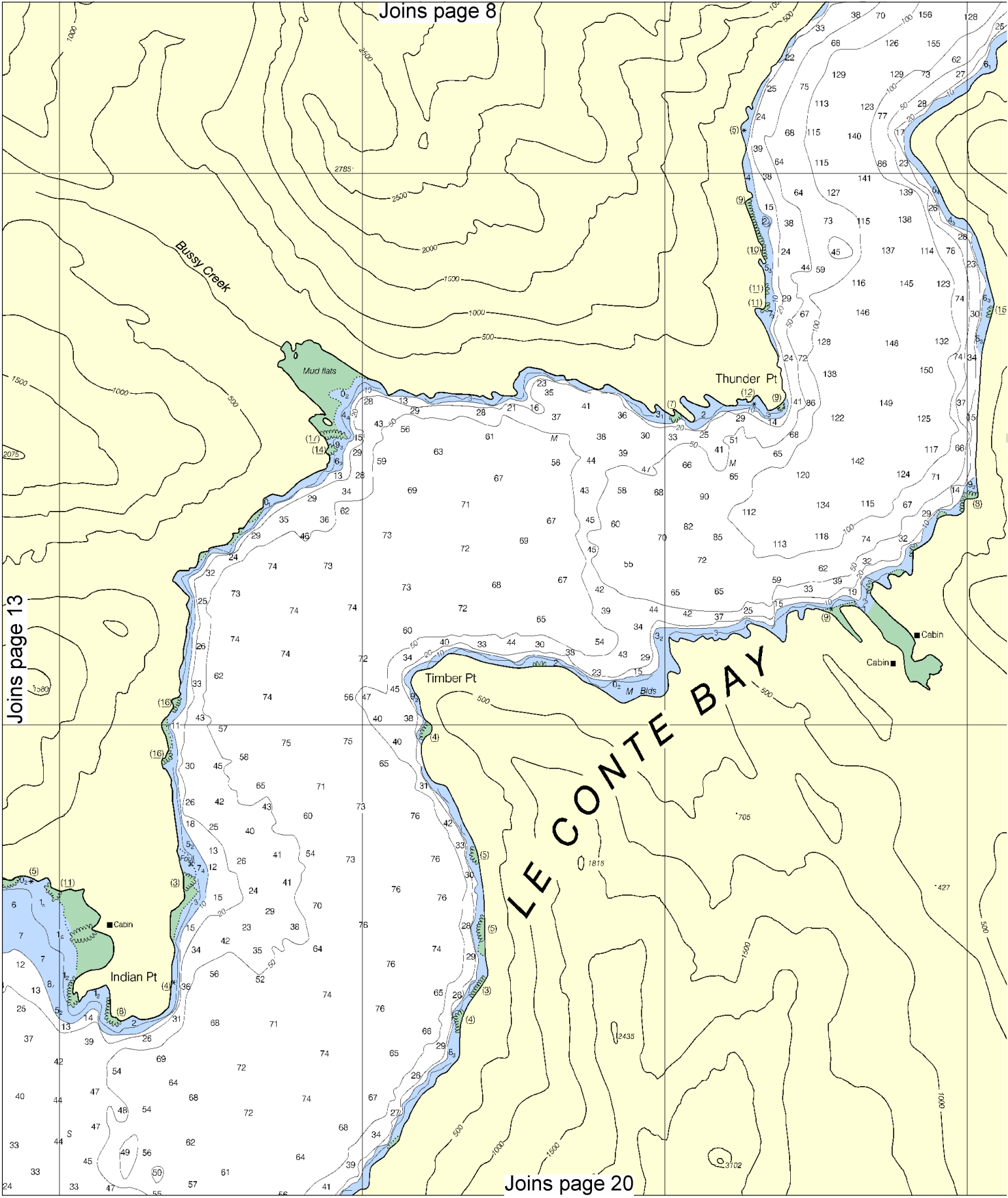




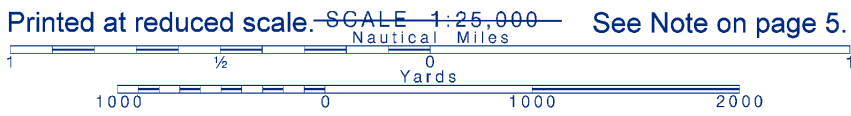
Joins page 8

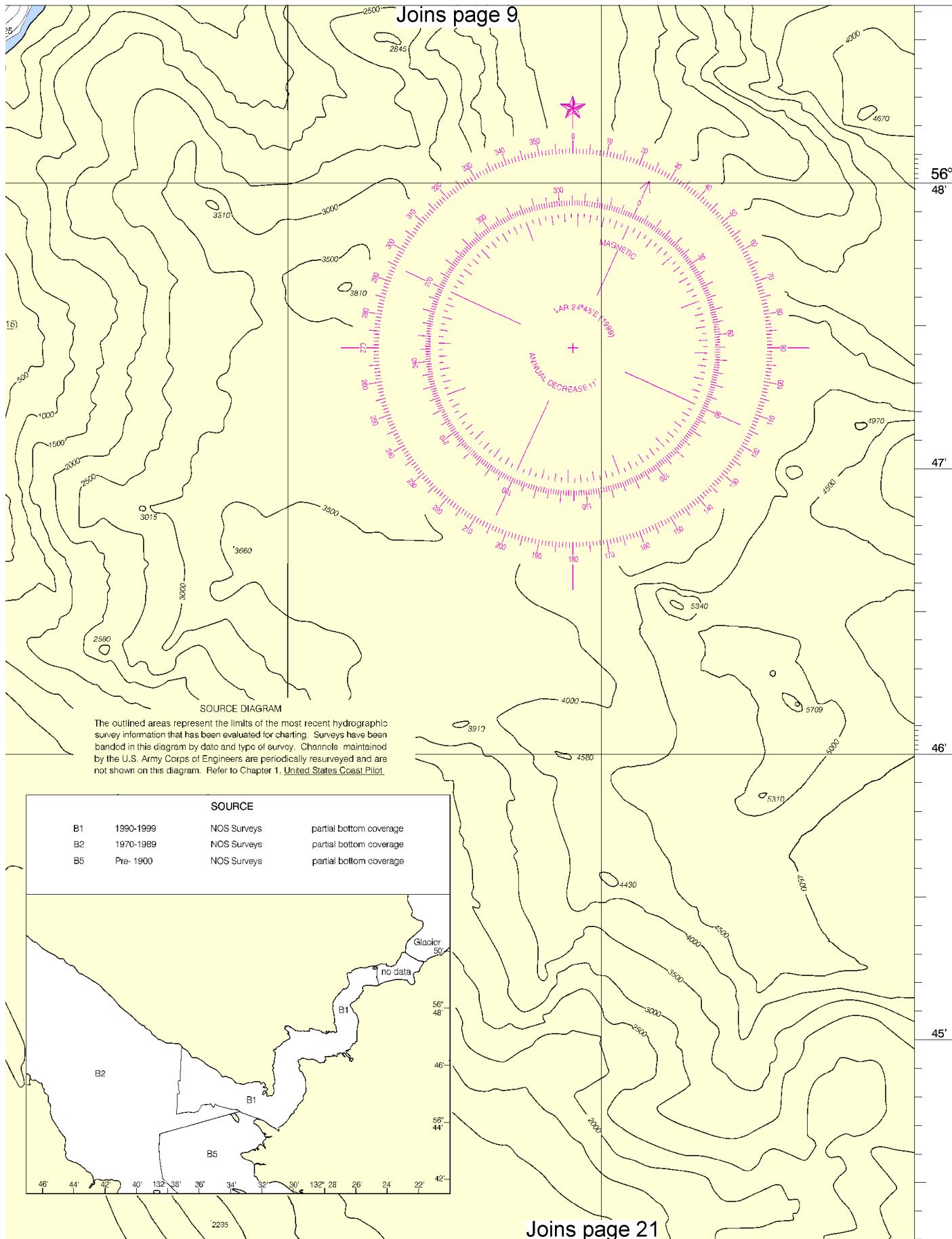
Joins page 13

Joins page 20

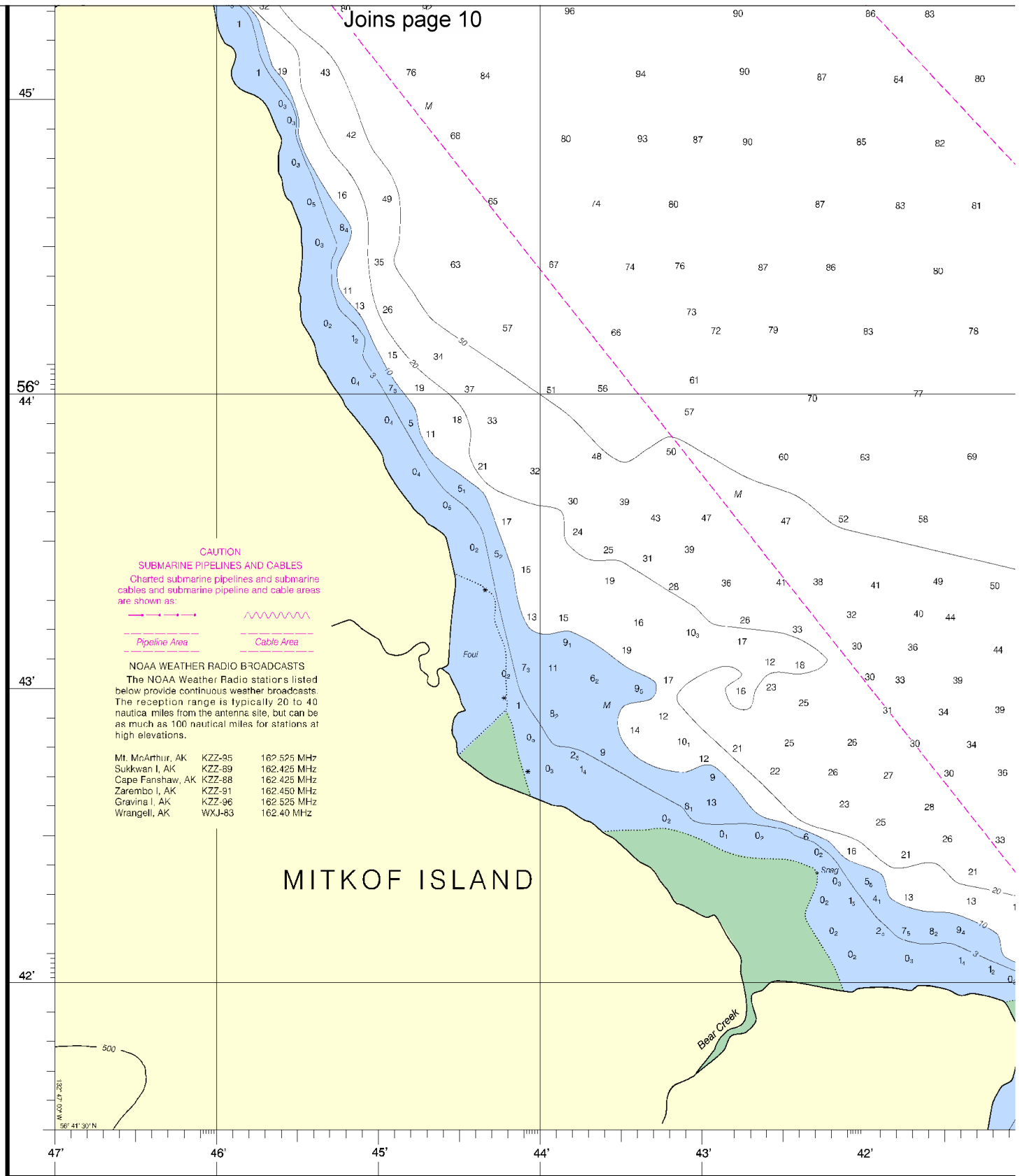


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Joins page 10



1st Ed. Jan. 9/99

17377

CAUTION

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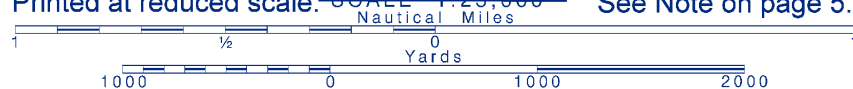
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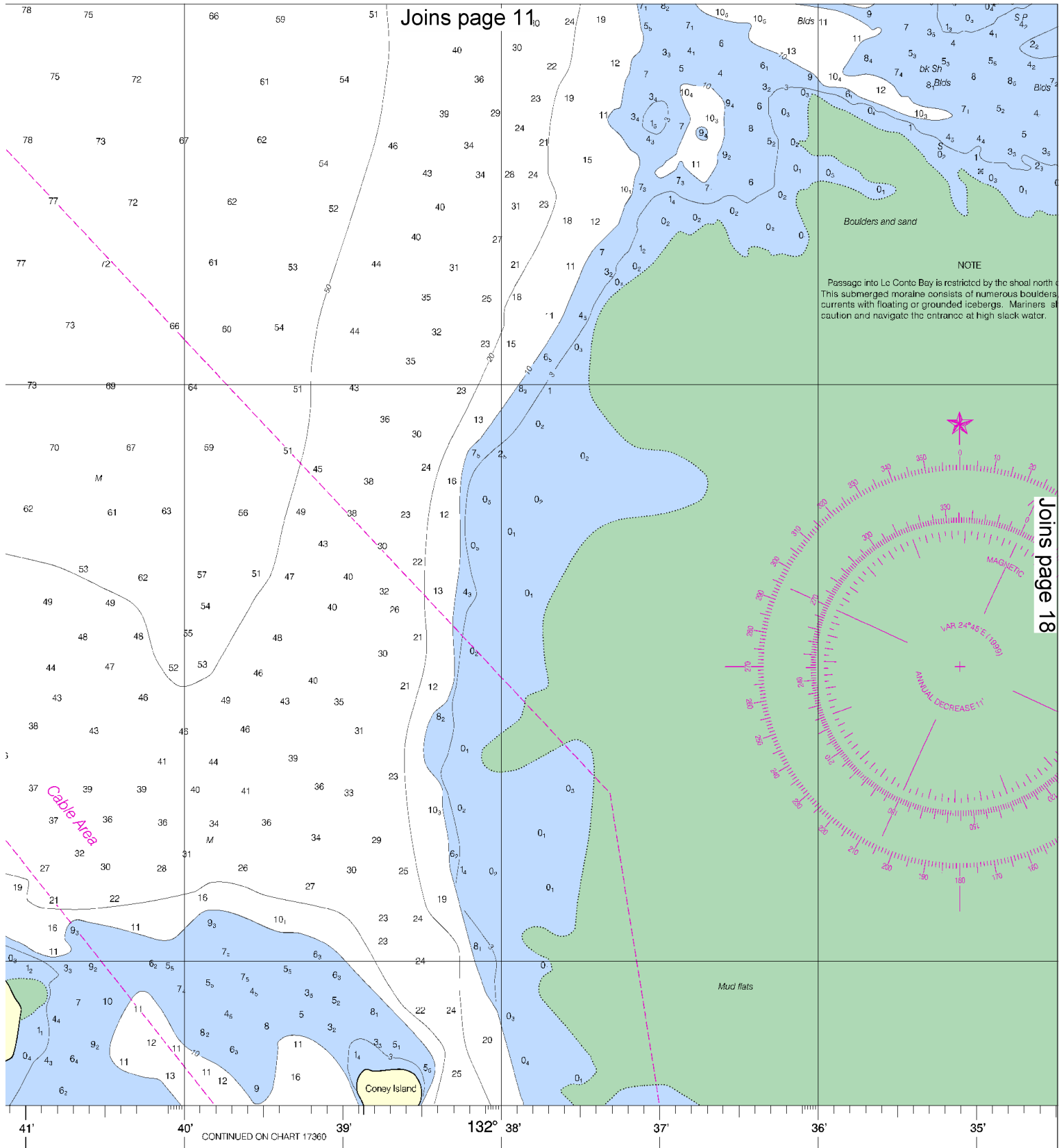
16



Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



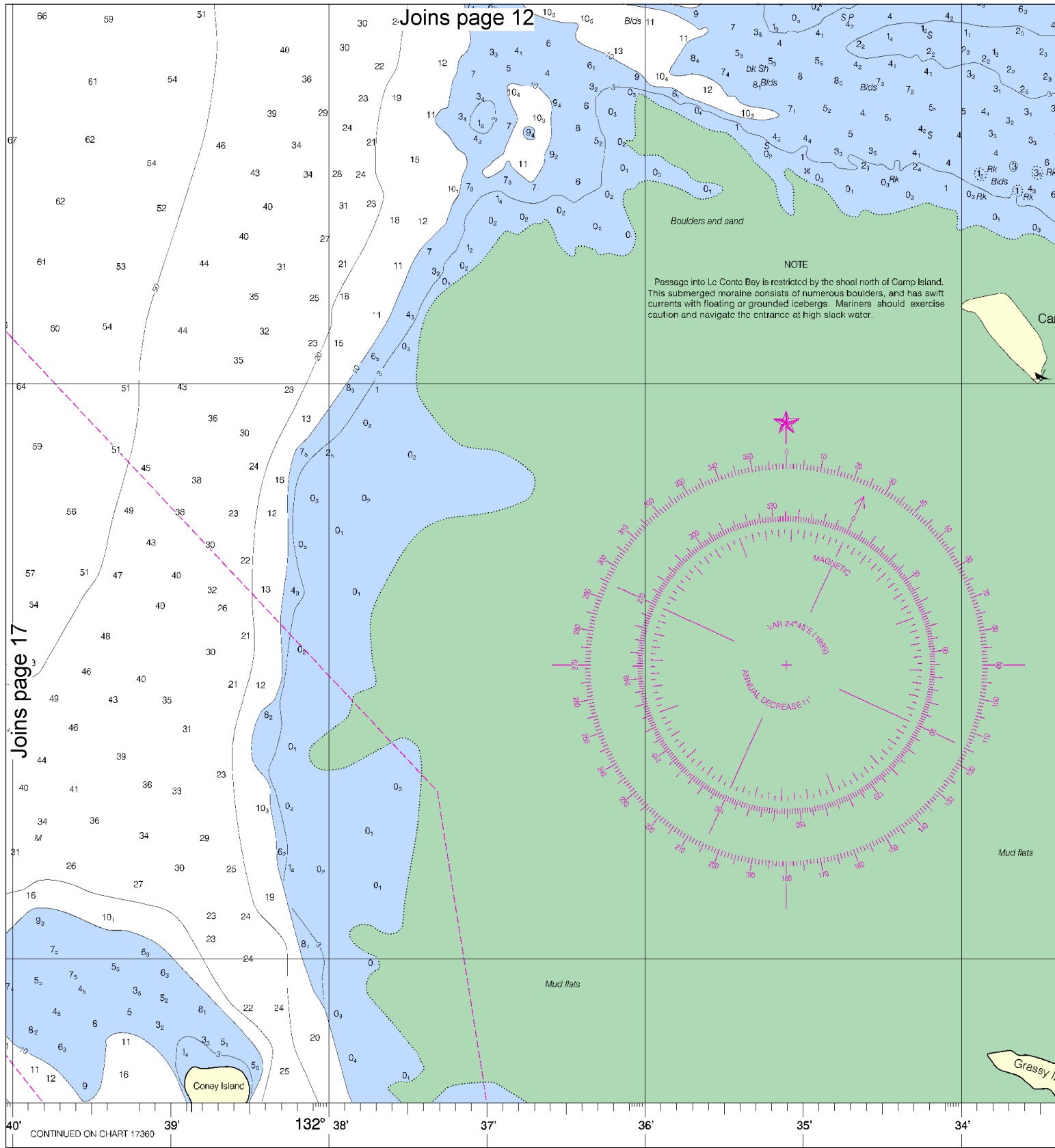


NOTE
Passage into La Conto Bay is restricted by the shoal north of the submerged moraine consists of numerous boulders and currents with floating or grounded icebergs. Mariners should exercise caution and navigate the entrance at high slack water.

Joins page 18

navigation. The National Ocean Service, or comments for N/CS2, National Ocean

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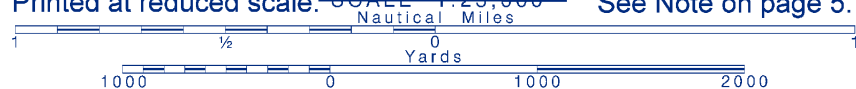


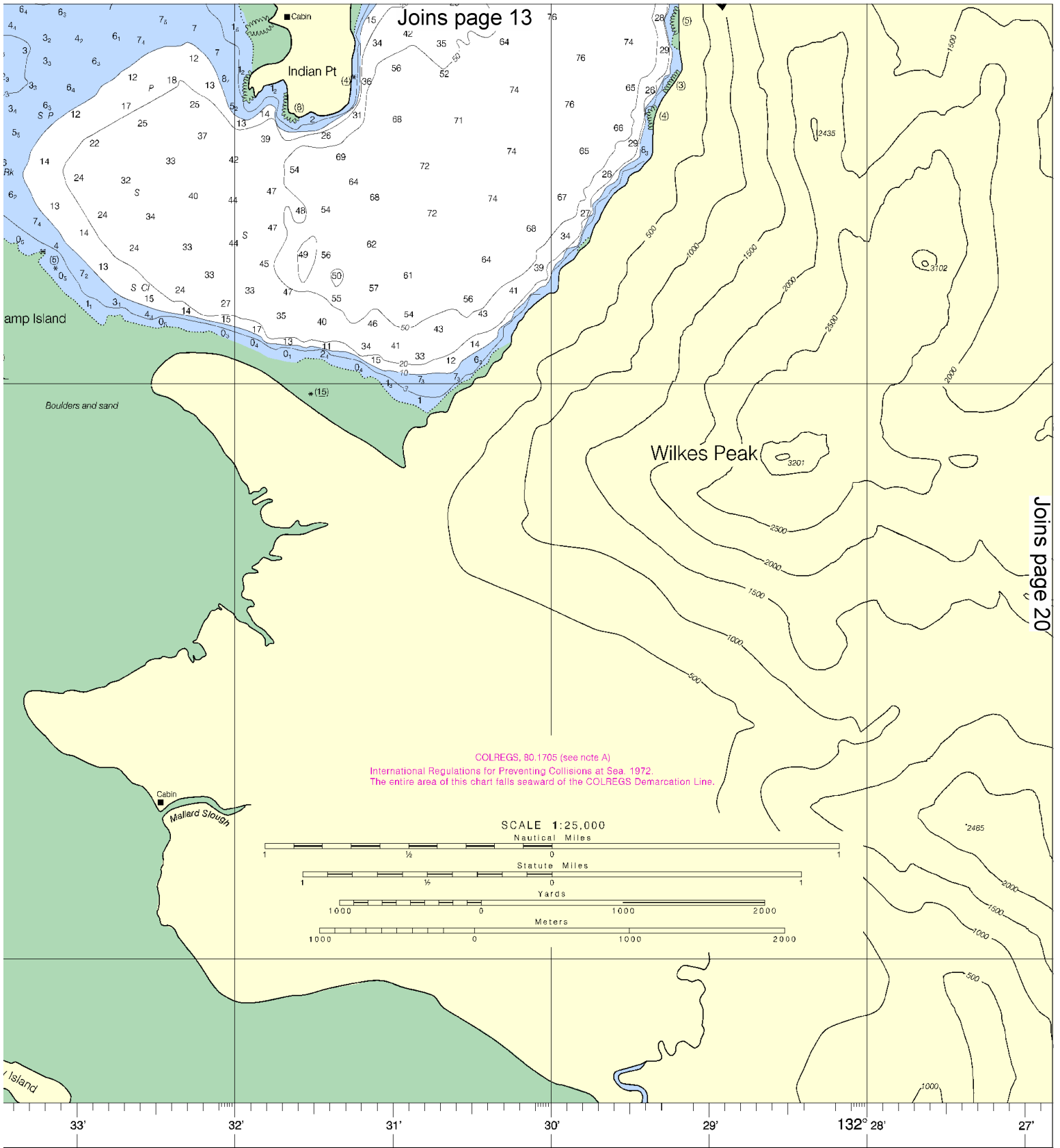
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

18



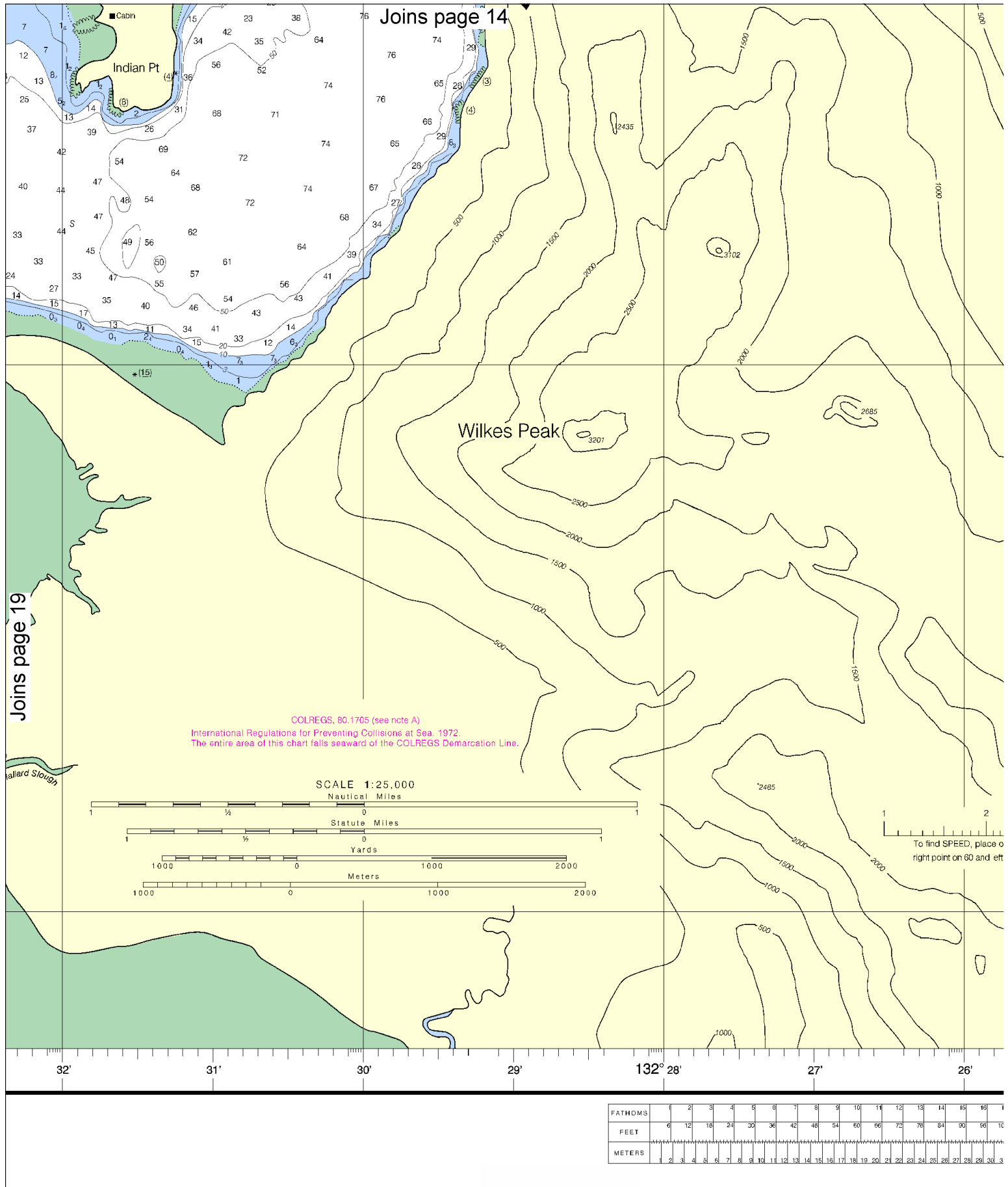
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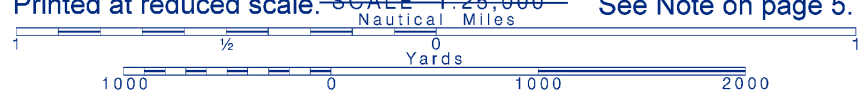


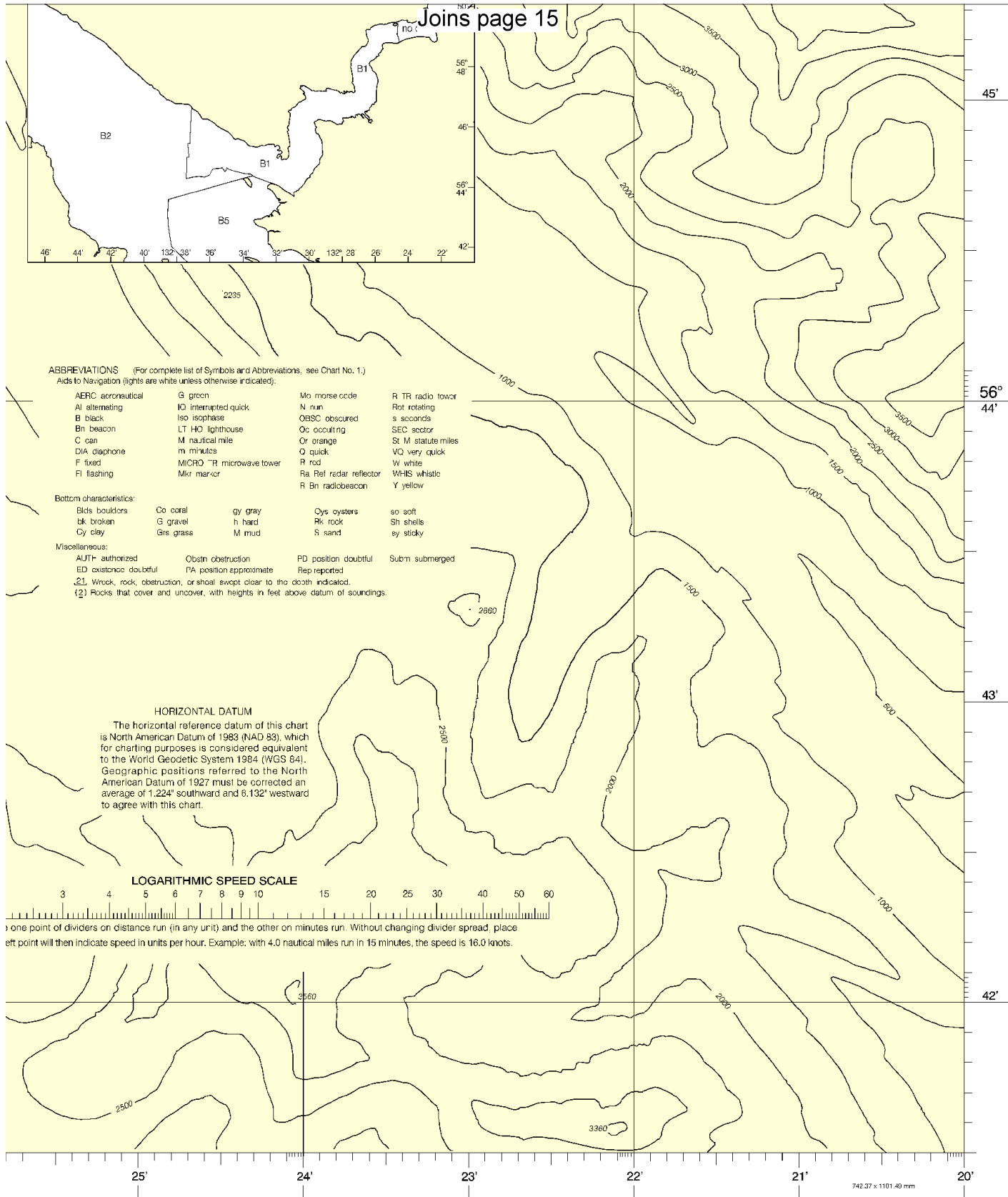
RCE
MINISTRATION

FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9



Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

LE CONTE BAY
SOUNDINGS IN FATHOMS - SCALE 1:25,000

17377

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.